

Intimations.

FENWICK'S FOOD
FOR
NURSING MOTHERS AND INFANTS
ALSO FOR
DYSPEPTICS AND INVALIDS.

It is specially recommended as an article of diet for NURSING MOTHERS as it will strengthen and support them and at the same time enrich the Natural Milk and increase the Supply.

INFANTS FED on this Food put on flesh rapidly.
In two and sixpenny and one and sixpenny bottles at 1/10 and 7/10 Cents.

AGENTS IN HONGKONG:
DAKIN, CRICKSHANK & COMPANY, LIMITED,
VICTORIA DISPENSARY.
Hongkong, 12th January, 1894.

A. S. WATSON & CO., LD.

WE INVITE ATTENTION TO OUR STOCKS
OF
**CONFECTIONERY
AND
CHRISTMAS GOODS.**

JORDAN ALMONDS, NOUGAT, BUTTER
SCOTCH, ASSORTED TOFFEES,
DRAGEES, PRALINES,
and a large selection

PURE CONFECTIONERY
from the leading Manufacturers.

**CADBURY'S SPECIAL
CHOCOLATE CREMES.**

PINE, APRICOT, CHERRY, LIME, GUAVA
and other
FRUIT JELLIES
in great variety.

**TOM SMITH'S
CHRISTMAS CRACKERS.**

COLOURED OPALS
MOUNTED IN PLUSH,
representing favourite subjects.

A. S. WATSON & CO., LIMITED,
The Hongkong Dispensary.
ESTABLISHED A.D. 1841.
Hongkong, 3rd November, 1893.

The Hongkong Telegraph.

HONGKONG, THURSDAY, JANUARY 18, 1894.

TELEGRAMS.

FIGHTING IN ITALY.
LONDON, January 16th.
Serious conflicts continue to occur between the Anarchists and the Imperial troops in Italy. A pitched battle took place near Massa, resulting in a long list of killed and wounded.

A DEMOCRATIC BUDGET.
A radical memorial has been presented to Sir William Harcourt urging the introduction of a Democratic Budget raising the income tax and probate duties on a graduated scale, and abolishing the duty on tea—all of which the Chancellor has promised to consider.

LOCAL AND GENERAL.

A REGULAR meeting of Victoria Lodge, No. 1026, will be held in Freemasons' Hall, Zealand Street, on Monday, the 22nd instant, at 8.30 for p.m. precisely. Visiting brethren are cordially invited.

HONGKONG has been much belaguered to-day; so much, in fact, that the ferry launches plying in the harbour had their glims on show as early as 2 o'clock. Collisions, if any did occur, remain to be reported.

Up to the time of our going to press, nothing further had been heard of the B. & S. steamship *Woonung*, which was beached after having struck a rock near Chelung Point, as reported in these columns yesterday.

OUR esteemed contemporary the *N. C. Daily News* raised rather a scare among the telegraphing businessmen of the Model Settlement the other day by inferring that a compulsory telegraphic code had been sanctioned by the International Telegraph Convention and that it was soon to be enforced. As the compilation of an ordinary business code is not the labour of a day, the news naturally caused considerable alarm, and was only allayed by the subsequent following paragraph:—"Mr. O. Miller of the Imperial Chinese Telegraphs, kindly explains that the employment of the special telegraphic vocabulary will only become obligatory after the expiration of a day or three years from the date of its publication. For correspondence under the extra-European system, (i.e., between China and Europe), it is, however, stipulated by the Convention that its employment will be optional." We should like to see it!

The Telegraph Companies' direct cables to Shanghai are again in working order, having been restored yesterday morning.

OWING to the steady rise in the value of gold large quantities of gold ornaments, jewellery, &c., are being brought to Hongkong from Canton and other parts of China for sale to gold-dealers, who smelt it down into bars and retail it to the local banks.

DR THOMSON, the retiring superintendent of the Alice Memorial and Nethersole Hospitals, left for England by the P. & O. mail steamer *Ganges* to-day, with Mrs. Thomson; and the hospitals are now in charge of Dr. Burton, the new nominee of the London Medical Mission.

The medical profession would seem to have struck a pretty cold winter in the colony of Victoria. A Melbourne physician (L.R.C.P. Edin., and M.R.C.S. Eng.) advertises that his consultation, with medicine, is now 1s 6d, and he will visit patients at their residence for 2s 6d per visit.

A VIRULENT kind of small-pox is reported to be raging in Hangchow, eighteen per cent of those attacked having died. The majority of the victims were infants and young children, and the doctors are said to be in great despair at being unable to effectually deal with the epidemic.

The only gale concerns in the great and glorious colony of Hongkong to-day are a few watches (lately out of "pop") and the race-horse *Logans*—and he goes everyday. He went a mile this morning in 2.35; to-morrow he will go two miles and the next day—until he stops. Gallant little Logans!

The latest gossip from Peking states that the Emperor has revived the Imperial patronage of skating and has issued an order that skaters amongst the Manchus, Mongols, and Chinese must send skilful representatives during the coming New Year holidays to perform before the Court whenever required.

It is notified that Queen's Road East, from the Naval Yard to Arsenal Street will be closed for three quarters of an hour during several days on account of blasting work in connection with the drains. This is very inconvenient, but apparently there is no alternative, as there is some deep cutting to be done in very hard rock.

'SCOTTIC'—We were not aware that our old friend Harry Wicking had joined the Salvation Band, but have heard that a figure bearing a striking resemblance to him is to be seen nightly in the West Point Theatre ferociously and melodiously enlarging on the celestial joys of "To Be There." Better go and see for yourself.

It is reported from Soochow that on Saturday the 6th inst., a young girl eighteen years of age, was taken out of the district magistrate's *yamen* at Soochow, and marched under escort to the execution ground where she was executed by the "lingering and shameful process" (*ling ch'ha*) for the murder of her husband. She is said to have exhibited the greatest composure during the horrible ordeal.

'GRANVILLE'—The *Hongkong Telegraph* has a Missing Friends Agency. And if the individual to whom you refer has awakened to find himself in Hollywood Road, what in the name of the sacred has it to do with us? And, moreover, if there is another Richmond in the field of philanthropy—albeit a C. J. H.—well, so much the better for philanthropy. With reference to your other query—ask a policeman.

The *Shanghai Mercury* says that rain is very badly wanted up the Yangtze, as the depth of the river is getting so shallow that steamers have the greatest difficulty in navigating it, rapidly falling waters, while numerous fires, which are wont to be frequent at this season, have occurred at various places, and for want of water have been allowed to burn themselves out, in many instances occasioning great distress.

THERE is going to be a deficit of \$8,000,000 or \$10,000,000 this year in the U.S. Post-office Dept., says the *Troy Times*. The average deficiency during the four years of Harrison's Administration was \$5,343,555; during Cleveland's first Administration it was \$5,886,819; during Arthur's four years it was only \$766,409. The years 1881 and 1883 were the only ones that showed a surplus of revenues over expenditures since the War.

It may be remembered that the shareholders in the Man On Insurance Co., Limited, held a very stormy meeting last July, on the death of Mr. Wong Li Yuen, when a new secretary was appointed and the whole Board was changed. Legal proceedings were at once instituted by the displaced directors, who have at last been reinstated by agreement, without the case coming publicly before the Court, as may be seen from an advertisement in another part of this issue.

It is said by native papers that during the trifling inspection of the local garrison of Canton, consisting of nine battalions and which took place towards the end of last month by Li Han-chang and Kang Vi-chang, the Governor respectively, a party of foreign officials, among whom were British and American Consuls at Canton, visited the parade ground and were courteously entertained by the Chinese mandarins. This is said to be somewhat unusual, the Chinese generally having a dislike to foreigners seeing their troops drilling.

AT 8 o'clock this morning a private in "Our Very Own," who had been confined to barracks for some days past owing to a report made by a native (Afghan) sergeant, stepped out on the parade ground at noon and deliberately attempted to kill his *bet* by putting four revolver bullets into him. One of the shots entered the victim's mouth and came out near the left ear, while another passed through his right ribs and out near the spine. The other two shots were wide of the mark and were preceded by the arrest of the would-be murderer, who was handed over to the Yau-ma-tei police at 4 o'clock this afternoon.

THUS the talented contributors of "Notes from the South" to the *N. C. Daily News* on "The Gold Mining Companies," in a series of ardent pamphlets dated Hongkong, 5th January—"The abysmal fall of the white metal has served to boom the gold mining stocks to some small extent, though Fuzjoms at \$8 with a steady fall limited output of ore averaging over an ounce to the ton of quartz is no great shakes compared with \$35, a price once touched during the period of inflation in 1879, before a pennyweight of gold had been produced. But it is comparatively encouraging, since about eighteen months ago the shares might have been picked up at 50 cents each. So with Balmorra. The news from the mines is now so reassuring that the shares, that were not worth ten cents a few months ago, have again a marketable value, though a small one, and the company may yet turn out a dividend-paying one. At any rate a small output is reported from the mines, one lot yielding 2400, to the ton. Rand is also prospering, and there is talk of a dividend."

ACCORDING to the Shanghai morning paper, *Kung*, Minister-elect to Great Britain, &c., has been making good use of his time while at Peking in compiling a special telegraphic code for the use of the legations under him. There are to be only four copies of this code, viz: one to be placed with his Majesty, one in the Tzongli Yamén, one with the Viceroy Li, and one to be taken by Kung to Europe. Each Minister abroad, however, has a code of his own for communication with the Government at Peking.

This attention of bric-a-brac and lovers of the artistic generally, is directed to the collection of art treasures now on view in the sale-rooms of Mr. Geo. P. Lammert, Duddell Street, and which are to be sold on Saturday. The collection, in itself a museum, consists of porcelain ware, beautifully painted, p. nets, screens in various devices, and the thousand and one other treasures which are only to be found in Mikadoland, whence they have been recently imported. The Auction Room will be kept open until 6 o'clock to-morrow evening.

SUPREME COURT.

IN CRIMINAL SESSION.

(Before Chief Justice Sir F. J. Clarke.)

January 18th.

ALLEGED ARSON CASE.

Lai Ahit was charged with setting fire to 314A, Queen's Road Central, on the 23rd November, 1893. The Hon. W. M. Goodman (Attorney-General), instructed by Mr. A. B. Johnson (Crown Solicitor), conducted the prosecution, and Mr. J. J. Francis, Q.C., instructed by Mr. C. D. Wilkinson, defended.

The Attorney-General said that there would be no need for the common jurors to walk, and they were accordingly discharged. The prisoner pleading "not guilty," the following special jurors were called—H. N. Moody, G. Andros, A. O'D. Gourd, R. Lyall, L. Mendel, W. H. Percival, R. Cooke, C. A. Tomes, E. Osborne, C. J. Hollis, and Mr. Mendel asked if he could be excused, having been only two or three months ago on a special jury which lasted four days.

His lordship remembered the case—the big tea case—and added that a similar grievance had been brought to his notice at the last sessions. He could do nothing at present, but he believed some special legislation was proposed to remedy the evil.

The Attorney-General said the matter was under consideration. For the present he could make no difficulty in exercising the right of challenge, to which counsel for the defence would agree.

Mr. Mendel was then allowed to stand down, as also was Mr. R. Cooke, who was engaged in the same tea case.

Mr. Osborne did not answer when called, and the usual order was made to compel his attendance.

The jury of seven having been sworn, the Attorney-General proceeded to state the case. The evidence would be to the effect that the prisoner's neighbour, from the roof of 316 Queen's Road Central, the prisoner committing an act of incendiarism in the room of 314A, which was higher than the next house, and which had windows overlooking it. This important witness had a shop in the ground floor of No. 314, adjoining the burnt place; whilst his dwelling was in 316, also adjoining it on the other side. No. 314 was a paper-shop, and was insured for \$13,000. The neighbour, Kwong Up Chi, was a silversmith, and had only \$1,500 worth of insurance altogether. That was practically all the evidence; but it was direct, and it was quite unshaken in the police court. The prisoner was most ably defended before the magistrate, and if it could be thought possible to "turn a man inside out," certainly this witness was so used in cross-examination; and the process might or might not be repeated to-day. But there was not the least flaw revealed in his testimony.

Mr. Francis objected to these references to police court proceedings, which did not constitute evidence in any way before this court.

The Attorney-General said he was suggesting a course of argument that might be tried by the defence.

His lordship deprecated any such reference, which seemed like "leaping before the coming of the sun," he thought.

A. Turner (of Messrs. Palmer & Turner) architect, produced plans of the buildings, showing how the top four windows of No. 314A looked over the roof of No. 316.

Cross-examined—No. 314A was one of four houses built by Palmer & Turner in 1879; there was not originally any opening or communication between the different floors.

The evidence of the principal witness occurred all day, and the case was adjourned until to-morrow.

AUSTIN ARMS HOTEL AND BUILDING CO., LTD.

A special meeting of shareholders in the above named Company was held to-day. Mr. J. D. Humphreys presided, and there were also present Messrs. H. Humphreys, J. Orange (directors), J. A. Jupp (secretary), J. M. E. Machado, G. M. Bain, A. H. Mance, W. Clement, and A. P. Nobbs.

The Secretary read the notice of meeting and the motion for winding-up the Company.

The Chairman said—Gentlemen, before putting this resolution to the meeting it is my duty to inform you that by passing it we give up all prospects of receiving any of our share capital back again, and it is therefore only after grave consideration that your Directors have determined to adopt this course of going into voluntary liquidation, in the interest of the Debenture-holders more particularly, and to give time to them and to you to formulate, if they and you agree to do so, some plan of reconstruction of a new and strong Company with a sufficient capital, free from encumbrance, to extend the Hotel to "Yumbrella Sea" if that be desirable. This would enable the Hotel to supply the local demand for first-class accommodation at a moderate dollar tariff, and at the same time reserve sufficient space for travellers on a sterling basis which would be highly profitable. It is of course the travellers who spend the money! It is possible that many shareholders would like to take shares in a new venture which with the experience of the past and freed from all outside building speculations, ought to be a decided success during the era of prosperity which, I believe, has already commenced. I need say no more, as you will find lying in front of you on the table a copy of the proceedings at an informal meeting of the Debenture-holders which was held immediately after the last general meeting. If there are no questions I will now put the resolution to the meeting.

Mr. Macleod seconded the motion, which was carried *unanimously*.

This concluded the business, the Chairman announcing that a confirmatory meeting will be held in 15 days.

The following report was laid on the table, and is to be circulated immediately—

phrys (directors) W. D. Braidwood, E. Burnie, H. Wicking, W. Parlane, J. H. Toole, A. H. Mance, C. E. Ewins, J. M. E. Machado, R. K. Leigh, G. de Champeaux, A. W. A. Becker, T. I. Rose, M. J. D. Stephens and J. A. Jupp, secretary.

The Chairman said—Gentlemen, at the ordinary general meeting of the Company which has just taken place I presented a report and statement of accounts for the year 1893, together with *pro forma* accounts showing the comparative progress of the Hotel for the years 1891, 1892, and 1893, and I would ask you, to read the speech which I then made to the shareholders, and to examine the accounts presented together to-day in your interests and not in those of the shareholders, for I am sorry to say that, owing to the initial mistake which was made in coupling speculative building operations with the business of a Hotel, the shareholders have lost so much of their capital as to render it hopeless to suppose that the Company can be reconstructed for their benefit. I have already explained in public how it was that I came to take a large interest in this venture as a shareholder, how it was, and through whom our money was lost, and I need not repeat that explanation to-day, even in private. I am, and have been from the first, the largest shareholder of the Company, and this Company is almost unique in this respect—that its promoters, its Directors, and Managers have kept their money in it from the time it was floated until now, with the exception of one of the Directors, who, after committing us to the purchase of the property, part of our venture, practically left it to the ship to its fate.

Some discussion ensued as to the proposed amendment of the by-laws with respect to the kind of pipes allowable for drains; and Mr. Humphreys undertook to formulate a motion for the next meeting to discuss.

This concluded the business.

The following is the correspondence on the "bucket system":—

THE BUCKET SYSTEM.

The Superintendent reports—Several complaints of the way in which the details of the Victoria system are carried out in the city of Victoria have come to my knowledge, I thought it would be well to make a personal inspection of this operation with a view to affording the members of the Board information on the subject.

Accordingly, in the early hours of the morning of Thursday, 10th inst., I, in company with Senior Inspector German, made a tour of the city, visiting the latrines and the conservancy boats, and making a general observation of the passage of the buckets through the public streets.

I could not find that complaints were well founded, so far as the more central parts of the city were concerned. The transference of large quantities of excremental matter from the conservancy boats to the latrines by means of a conveyance, more especially that part of it which consists in the house to house collection of night-soil from domestic utensils and the cleansing or partial cleansing of the same in the streets. It appeared to me, however, that the operation was carried on as unobjectionably as might be, the soil being removed in wooden buckets of a type that has been approved by the Board, with covers which, whilst they have no pretensions to actually sealing the vessels, may fairly be described as closely fitting.

I did not see one that was not fitted with a reasonably perfect cover. They are not by any means perfect appliances; probably galvanised iron vessels with closely fitting lids of the same material would be much more suitable, but they would be, of course, also much more expensive.

I think it might conduce materially to the decorous conduct of an offensive operation if the Government were to provide all vessels for the conveyance through the streets of night-soil, and to forbid the use of vessels of any other pattern.

In the east and west districts the condition of affairs is not so satisfactory. There the houses (I am speaking of the native quarters) are of a poorer description, and the bearers, many of them women, are provided with buckets of a less uniform type, with covers which are in many cases broken and defective, and occasionally altogether missing.

In the eastern and western districts, too, I think a real nuisance is caused by the carriage of buckets (generally with a very defective cover) for sealing and often with none at all) containing urine and pig-wash. This operation is carried on noticeably between the hours of 6 p.m. and 7 a.m., and is conducted by gardeners from the outlying villages. The buckets are carried out to their gardens about Wong-nichong and Caroline Hill to the east, and to Pokfulam to the west, and their passage through Queen's Road and other streets frequented by Europeans is highly objectionable even at this early hour. Clause 5 of by-laws made under sub-section 6 of section 1 of Ordinance 24 of 1887, provides that "except in strong, substantial buckets with closely fitting covers the conveyance of excremental matter, pig-wash, or offensive waters along any public road or street is prohibited."

I understand, however, that there is great difficulty in enforcing this regulation with regard to these people, and repeated warnings and some proceedings have failed to meet matters.

I think that a little additional attention to certain details might contribute to the more satisfactory working of the bucket system, and with this view I would propose with the approval of the Board (1) to instruct the sanitary inspectors to make surprise visits in their respective districts during the early hours of the morning at least once a week; (2) to distribute, by means of the sanitary inspectors, printed Chinese characters with the by-laws dealing with the disposal of excremental matter, pig-wash, and other offensive waters; (3) to urge upon the contractor the necessity of fulfilling very conscientiously the terms of his contract with regard to the removal of urine from the latrines; (4) to invite the police authorities to co-operate energetically in the work of enforcing the by-laws whenever a breach of them comes under their notice.

I would further suggest to the Board the propriety (1) of altogether prohibiting the carriage of urine and pig-wash through the streets to the outlying districts; (2) of providing (or requiring the contractor to provide) vessels of an approved pattern for the conveyance of all excremental and kindred matters throughout the city, and definitely prohibiting the use of other vessels.

Appended were the following minutes:—

Mr. J. J. Francis—I agree with the suggestions of the sanitary superintendent as regards inspectors' visits, distribution of slips ordering proper bucket covers and care in removal operations, but I do not agree to prohibiting the carrying of pig-wash, &c., through the streets altogether. How is pig-wash to get to outlying districts except by being carried through the streets?

Mr. J. J. Francis, Q.C.—I agree with Mr. Ede. Clause 5 of the by-laws should be quietly but persistently enforced on the pig-wash carriers. The superintendent ought to make weekly surprise visits to some portion or other of the town to see that the inspectors do their work. If he does not, they won't.

Mr. J. D. Humphreys—What should be done with the pig-wash if not carried away and used? Should it be used for felling the rain-water, drains, or for blocking sewer pipes leading from private houses?

The Acting Registrar General—I agree with Mr. Ede.

connection with this venture ceases at the earliest possible moment it can do so compatibly with your interests. I should be glad of an expression of opinion from you as to whether you consider the suggestions I have put forward are practical and if they meet with your approval. This expression will not in any way bind you. It is only wanted for our information, and you are perfectly free to change your minds if you think fit.

On a show of hands the Chairman's suggestions were adopted unanimously.

The ordinary fortnightly meeting of this Board was held this afternoon. The Hon. A. M. Thomson (Acting Registrar General) presided, and there were also present Dr. Ayres (Colonial Surgeon), Dr. Cantile, Messrs. W. Chatham (Acting Director of Public Works), N. J. Ede, J. D. Humphreys, and E. A. Ram (Secretary).

The motion notified by Mr. Francis, Q.C., in reference to the water supply being reduced to five gallons per head, per day, for Chinese, was adjourned owing to Mr. Francis being detained in the Supreme Court.

In reference to the "bucket system" of sewage disposal, the correspondence given below was laid on the table, and on the motion of Mr. Ede, seconded by the Chairman, it was resolved to adopt the recommendations of the Secretary as to insisting on the use of proper buckets, admonishing the contractor, and requesting the co-operation of the police; but not as to prohibiting the conveyance of pig-wash.

Some discussion ensued as to the proposed amendment of the by-laws with respect to the kind of pipes allowable for drains; and Mr. Humphreys undertook to formulate a motion for the next meeting to discuss.

This concluded the business.

The following is the correspondence on the "bucket system":—

THE BUCKET SYSTEM.

The Superintendent reports—Several complaints of the way in which the details of the Victoria system are carried out in the city of Victoria have come to my knowledge, I thought it would be well to make a personal inspection of this operation with a view to affording the members of the Board information on the subject.

Accordingly, in the early hours of the morning of Thursday, 10th inst., I, in company with Senior Inspector German, made a tour of the city, visiting the latrines and the conservancy boats, and making a general observation of the passage of the buckets through the public streets.

I could not find that complaints were well founded, so far as the more central parts of the city were concerned. The transference of large quantities of excremental matter from the conservancy boats to the latrines by means of a conveyance, more especially that part of it which consists in the house to house collection of night-soil from domestic utensils and the cleansing or partial cleansing of the same in the streets. It appeared to me, however, that the operation was carried on as unobjectionably as might be, the soil being removed in wooden buckets of a type that has been approved by the Board, with covers which, whilst they have no pretensions to actually sealing the vessels, may fairly be described as closely fitting.

I did not see one that was not fitted with a reasonably perfect cover. They are not by any means perfect appliances; probably galvanised iron vessels with closely fitting lids of the same material would be much more suitable, but they would be, of course, also much more expensive.

I think it might conduce materially to the decorous conduct of an offensive operation if the Government were to provide all vessels for the conveyance through the streets of night-soil, and to forbid the use of vessels of any other pattern.

In the east and west districts the condition of affairs is not so satisfactory. There the houses (I am speaking of the native quarters) are of a poorer description, and the bearers, many of them women, are provided with buckets of a less uniform type, with covers which are in many cases broken and defective, and occasionally altogether missing.

In the eastern and western districts, too, I think a real nuisance is caused by the carriage of buckets (generally with a very defective cover) for sealing and often with none at all) containing urine and pig-wash. This operation is carried on noticeably between the hours of 6 p.m. and 7 a.m., and is conducted by gardeners from the outlying villages. The buckets are carried out to their gardens about Wong-nichong and Caroline Hill to the east, and to Pokfulam to the west, and their passage through Queen's Road and other streets frequented by Europeans is highly objectionable even at this early hour. Clause 5 of by-laws made under sub-section 6 of section 1 of Ordinance 24 of 1887, provides that "except in strong, substantial buckets with closely fitting covers the conveyance of excremental matter, pig-wash, or offensive waters along any public road or street is prohibited."

I understand, however, that there is great difficulty in enforcing this regulation with regard to these people, and repeated warnings and some proceedings have failed to meet matters.

I think that a little additional attention to certain details might contribute to the more satisfactory working of the bucket system, and with this view I would propose with the approval of the Board (1) to instruct the sanitary inspectors to make surprise visits in their respective districts during the early hours of the morning at least once a week; (2) to distribute, by means of the sanitary inspectors, printed Chinese characters with the by-laws dealing with the disposal of excremental matter, pig-wash, and other offensive waters; (3) to urge upon the contractor the necessity of fulfilling very conscientiously the terms of his contract with regard to the removal of urine from the latrines; (4) to invite the police authorities to co-operate energetically in the work of enforcing the by-laws whenever a breach of them comes under their notice.

I would further suggest to the Board the propriety (1) of altogether prohibiting the carriage of urine and pig-wash through the streets to the outlying districts; (2) of providing (or requiring the contractor to provide) vessels of an approved pattern for the conveyance of all excremental and kindred matters throughout the city, and definitely prohibiting the use of other vessels.

Appended were the following minutes:—

Mr. J. J. Francis—I agree with the suggestions of the sanitary superintendent as regards inspectors' visits, distribution of slips ordering proper bucket covers and care in removal operations, but I do not agree to prohibiting the carrying of pig-wash, &c., through the streets altogether. How is pig-wash to get to outlying districts except by being carried through the streets?

Mr. J. J. Francis, Q.C.—I agree with Mr. Ede. Clause 5 of the by-laws should be quietly but persistently enforced on the pig-wash carriers. The superintendent ought to make weekly surprise visits to some portion or other of the town to see that the inspectors do their work. If he does not, they won't.

Mr. J. D. Humphreys—What should be done with the pig-wash if not carried away and used? Should it be used for felling the rain-water, drains, or for blocking sewer pipes leading from private houses?

The Acting Registrar General—I agree with Mr. Ede.

THE HONGKONG BRICK AND CEMENT COMPANY, LIMITED.

The following is the report for presentation to the shareholders at the first general meeting, to be held at the Company's office, No. 9, Praya Central at noon, on Saturday, the 20th January.

The directors beg to present their report and statement of accounts for the year ended 31st October, 1893.

It is with great regret that they find it their duty to write off, as bad debts, a large amount from the accounts receivable taken over from the old Company, the same more than amounting for the balance shown at debit of working account.

The kilns, machinery, &c., have been maintained in a state of thorough efficiency, and in some cases additions have been made, but they stand in the accounts at the same figures at which they were taken over by the Company.

Mr. W. A. Duff was made acting secretary and manager in April last, viz: Mr. W. H. Walker absent on leave, and in August he received the full appointment. The business of the Company was disappointing for a good portion of the year, but more recently a great improvement set in and has continued.

The Stocks on hand when the accounts were made up seem large, but the goods were mostly on order and were awaiting delivery. The cost of fuel has risen greatly, but when possible a small advance in prices to meet the same has been obtained.

On the departure from the Colony of Mr. W. Wotton, Mr. J. D. Humphreys was requested to join the Board. The Hon. C. P. Chater and Mr. D. Gillies retire by rotation and offer themselves for re-election.

Mr. W. H. Potts being now in the service of the Company, Mr. T. I. Rose, in conjunction with Mr. A. O'D. Gourd, audited the accounts now presented and offer themselves for re-election.

JAS. B. COUGHRAN, Chairman.
Hongkong, 15th January, 1894.

STATEMENT OF ACCOUNTS FOR THE YEAR
ENDED THE 31ST OCTOBER, 1893.

Property—Rural Building Lot No. 44. \$ 2,495.00
Kilns..... 9,231.60
Buildings and Wharves..... 11,113.00
Machinery and Plant..... 18,507.68
Furniture..... 2,446.85
Stock of Fuel, Pipes, Bricks, Clay, &c. 115,000.00
Cash in Hand..... 291.02
Accounts Receivable..... 2,375.83
Profit and Loss..... 2,421.65

Liabilities.
Capital, 4,000 Shares @ \$15=\$60,000
Less Amount not called up @ \$10=\$10,000

Sundry Creditors..... 50,000.00
Suspense Account, &c..... 7,300.31

surplus pay over any other consulting room, where they are attended to as their cases may demand. Such patients as have need of, and are suitable for, hospital treatment, may be one or two, in a half-dozen on any particular day, are passed directly to the wards, in the Alice Memorial Hospital or the Netherlands Hospital, as may be desirable.

VACCINATION.
Vaccination is conducted in the Alice Memorial Hospital on the afternoons of Mondays and Thursdays by the house surgeon, who is registered as public vaccinator, assisted by the students. The number of vaccinations performed during 1893 has been 479.

DENTAL SURGERY.
Dr. Noble attends at the Alice Memorial Hospital on the afternoons of Thursdays at 5.30 for the treatment of dental cases, the number of which in 1893 has been 362.

THE IN-PATIENT DEPARTMENT.
Admission to the wards is usually through the out-patient consulting room, and to such cases as the consultant for the day has judged needful, is immediate, without payment or promise of money, and without the influence or intervention of patronage. The object of treatment is the sole criterion. To cases of accident, to cases of acute disease requiring urgent and immediate treatment, and to patients bearing notes of introduction from subscribers to the funds (for whose convenience admission cards may be had on application at the Hospital), the doors of both hospitals are open at all hours of the day and night. No charge is made for medicines, clothing during residence, bedding, attendance, &c., and only a very small proportion of the patients are able to pay for their food, since our work is chiefly among the very poor.

The work done may be thus tabulated.

AMH. M.H.		
In-patients remaining in hospital on January 1st, 1894	57	
In-patients admitted to hospital during the year 1893	546	124
Total number treated as in-patients	603	124
Of these there were:		
Discharged cured	386	73
Discharged relieved	98	8
Discharged on other grounds	46	2
Died in hospital	30	10
	560	92
In-patients remaining in hospital on January 1st, 1894	43	32
OPERATIONS:		
103 operations under the influence of an anæsthetic have been performed in the two hospitals during 1893, with results as under:		
Cured	156	
Improved	130	
Not improved	17	
Died	5	

In the above figures no account is taken of the dental operations, nor of a very large number of minor surgical operations.

THE PROPOSED "SAMARITAN" SOCIETY.
Mrs. Stevens is still moving in the direction of the formation of a Samaritan Society in connection with the two Hospitals. Its objects will be similar to those of the Benevolent Society, already doing such excellent work in the Colony, but its sphere of operation will be entirely distinct, since it is to render help to patients of the Hospitals, who are almost exclusively Chinese, and who are by Rule 2 of the Benevolent Society cut off from participation in the benefits of that organization. In concluding this my last annual report of the work of which I have had the superintendence during the past five years, I wish to acknowledge most gratefully the substantial aid accorded to it by the various sections of the Press in the Colony; the unstinted financial support that has been forthcoming during a term of years of such very serious monetary depression; the unstinted help and courtesy I have experienced at the hands of those who have been my co-workers; and the patient labour bestowed on the work by those who have had the care, or have assisted in the collection, of the funds, of whom with the treasurer and auditor I would specially tender my thanks to the Hon. J. H. Stewart-Lockhart, Mr. Wei Yuk, Mr. Ho Tung, and Mr. Tseng Si Kal.

The same consideration and assistance that have been granted me so unreservedly, I most respectfully bespeak for my successor, Dr. Burton, under whose care I trust the combined institutions may in the future go on to still wider usefulness.

JOHN C. THOMSON,
M.A., M.D.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

MEDICAL SCIENCE IN THE FAR EAST.

A PROPOSED MEDICAL INSTITUTE FOR CHINA.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH,"
SIR,—That valuable scientific information can be gathered in the vast Empire of China was long ago predicted by an able writer in *The Lancet* who insisted that Far Cathay "affords a vast field of medical-historical research." At that time the writer based his argument upon the many interesting and instructive articles that appear from time to time in the "Medical" series of annuals published at Shanghai under the direction of Sir Robert Hart, Inspector-General of the Chinese Imperial Maritime Customs Service, and reports issued from time to time by medical missionaries resident in the Empire but it is probable that he little anticipated such an astounding and prompt fulfilment of his prophecy as was furnished by a sagacious Missionary medical missionary named Meber, whose station is at Loh, in the region beyond our Cashmere frontier—the hill country between Chinese Loh and Yarkand. The treasure-trove in question was received by Mr. Meber from an Afghan collector, and consists of a series of manuscripts dating from the seventh century, A.D., and dealing with medicine and its traditionally allied subjects of astronomy and witchcraft. The documents were handed by a Mr. Webster to Dr. Hoerle of the Bengal Asiatic Society, whose well-known skill in Oriental palæography at once recognized the value, as also the material on which they were written. This latter is identical with the paper still used by the Himalayan tribes, being composed of the same vegetable fibre, and not of the birch bark employed for the writings brought to England by Captain Down. Dr. Hoerle ascribes the good preservation of the manuscripts, first to the dryness of the surrounding air, and next to their having been "sized" with white arsenic. He gives a translation of one of the spells for inducing fever, presumably as a punishment or in revenge—a spell eminently characteristic of the Chinese magic, and interesting not only to the medical historian, but also to the student of popular superstitions.

Now, what I consider specially worthy of note in this connection is the undoubted fact that there is a well-organized and scientific institution in China, specially designed for the prosecution of scientific researches and containing a museum in charge of a thoroughly competent curator, assisted by experts and specialists, a vast amount of valuable information, worthy the traditions of this great and ancient empire, could be obtained and be applied to the

well-being of suffering humanity. In the matter of leprosy alone a boon might thus be conferred on thousands of Chinese by virtue of the discovery of some cure for that ill disease, to say nothing of the discovery of new and improved cures for many of the ills to which flesh is heir. It is well known that Chinese doctors at times effect wonderful cures by the use of purely native medicines and that some Chinese physicians hold valuable prescriptions which are handed down from generation to generation as heirlooms, which it would be little short of criminal to part with under any circumstances, but were Chinese doctors of the better classes encouraged by high Chinese officials to contribute towards our present stock of medical knowledge and take "honours" at an institution devoted to the study and perfection of Oriental medical science and the other for the improvement of Western medical science—important results might be obtained redounding to the credit of the progress and to the alleviation of the sufferings of humanity in general. What Pasteur, Koch and others have done in the West, in the matter of research and experiment in the special lines mapped out for themselves in the wide field of medical science, might be eclipsed in the Orient were this scheme, which I have thus briefly outlined, carried out on lines commensurate with the important results sought to be obtained.

I may add that I have addressed you on this subject with considerable diffidence, and am actuated only by the desire to see this question thrashed out by those who, like many medical men who have devoted a good deal of time to the study of leprosy, influenza, ophthalmia, etc., are better able to appreciate the important issues involved than I am.

Yours truly,
CHESNEY DUNCAN.

Hongkong, 16th January, 1894.

SONGS OF A SURGEON.

"IN THE TEST TUBE."

He may think it very funny,
He may think it very quail,
And decide that he is really very spry,
He may lead a life which nobody would look for
From a saint,
But, it shows up—in the test tube, by and bye!

He may trifle with the tropics
And may flit with polar snows,
He may deem his constitution not awry,
He may keep a case of whisky, and have lots
Of little "goes,"
But he finds it near his liver, by and bye!

He may laugh at puny weaklings who have
Very narrow chests,
And whom indignation keeps away from "pie,"
But he finds out all about it when his information
On a spasm at his "midriff," by and bye!

He may brag about "heredity," and talk a lot
Of his forefathers, who'd never, never, die;
But he tells a different story when he finds that
On the spot—
A parson comes in handy, by and bye!

He may talk of his capacity, and "how we used
To drink!"
And that "going solo" is really "all my eye,"
But he alters his opinion and another way may
Think,
When it touches up his kidneys, by and bye!

He may boast of bygone glories, and of
Bacchanalian song,
And of "heavy wets" where a brave soul went
Dry,
But he'll whisper different stories and conversion
Won't be long—
When he's tried with Nitric Acid, by and bye.

NARRABEN.

("Narraben" ought to know.—Ed. *Hongkong Telegraph*.)

SWATOW.

(A CONSIGNMENT OF "NOTES" FROM THE "SWATOW" SPECIAL CORRESPONDENT.)

Christmas Day was celebrated here from the 23rd of December to the 16th inst. (both days inclusive), and, as might be expected, *epidemiology* has appeared in epidemic form. The symptoms are the worst known to science; the snakes having seven yellow heads each and double that number of tails, while the eyes are of a deadly green. The Hospital is crammed to its utmost limits of accommodation. The supply of straight-jackets having run short, outer shells are now being used and are found to answer admirably. By a special dispensation of Providence your correspondent has been saved; his disease only developing to the extent of the well-known don coloured double-breasted spider with kaleidoscopic legs. Drastic measures were resorted to in time—a liberal supply of kerosene internally, ice externally, proving efficacious. Your correspondent is a hard man—very. The missionaries have suffered greatly, many of the cases in that division of the community having already proved fatal; and more are to die. Your correspondent is safe—He has been converted and now takes it straight! Grave fears were manifested that the disease would spread beyond the limits of the port, consequently your correspondent ordered the two junks that were lying in the harbour to be burnt at their respective anchorages. This was done eventually, but only after the crews had been cut down. Your correspondent was looking on from afar; he is, indeed, a great man. The weather of late has been hazy and to-day a terrific thunderstorm passed over our stricken community. Hallstones twice the size of Kell's head fell thousands, and the streets were quickly strewn with lead and dying. Your correspondent only just escaped by taking shelter (and a double-barrelled "Dawson") in the Kialat Hotel. Your special is a wise man. A Chinese war-junk was reported to be near Double Island last week, but as our liquor was running short she was signalled to stand off. Your correspondent did this alone; at least, with the aid of a blue-light and a pair of 12-gauge unmentionables ("show" ends upwards). They had once been worn by a missionary. The idea was an immense success; the junk went about immediately and made right out to sea again. Your correspondent is a man of great resource and takes much credit to himself for carrying out the rescue so well. His ration of rum has been doubled in consequence.

Things were looking up before this lamentable epidemic struck us; no less than two steamers bound for Hongkong sailed away in a week and as for Hongkong why a big—a very big, sump was being built to trade with that port. Things were indeed looking up for Hongkong. Christmas has not yet come. Your correspondent (being a Christian) does not hear an ominous—but Christmas is beyond a joke. Your very own has now to use a shoe-born to get his hat on.

Chinese New Year has been celebrated with great rejoicing (your special was in the thick of it) and never before has he had such a good time of it, thanks to the fact that most of the liquor-lappers were *hors de combat*. The *Samshu* was the choicest and the sing-song girls—Ahem!—fewer than your correspondent had ever seen before, and he has been around a lot. He is a place man.

Great improvements were made here last year by the China Merchants' Company; ten long wharves and fifty odd pontoons were built, and now at high tide our children can with safety jump from them into the beautiful thick mud that a far-seeing Providence has so bountifully bestowed upon us. Your correspondent has many—very many, children and fully appreciates the blessings that lie disguised in the wharves, the mud—and the children.

It may rain to-morrow; if so, your correspondent will let you know, and if it rains he'll come personally.

Your correspondent does not like *Swatow* now. The rum is nearly finished. In Hongkong that soul-inspiring beverage flows in a never-ending stream. Yours—

[Should the foregoing emetic not prove efficacious, the liquor-laden epistle from "Our Swatow correspondent" in last night's *China Mail* is strongly recommended. Ed.]

A CHINESE VIEW OF THE TRANS-SIBERIAN RAILWAY.

The following article from a recent issue of the *Shanghai* may, says the *N. C. Daily News*, be of interest as it is a faithful exposition of the views of the more liberal and enlightened amongst the Chinese officials and upper classes on the Chinese designs in Eastern Asia. It regards with some apprehension the future relations of China with Russia, should the narrow-minded and ignorant Princes and Ministers at the seat of government still persist in affecting to despise the power of Russia in particular and Europe in general, and continue to conduct themselves in that supine and apathetic manner which has made them a by-word among their intelligent fellow countrymen. We have, observes our Shanghai contemporary, neither given a liberal nor a loose translation; suffice it to say, that in many places we have been compelled to amplify the text slightly in order to bring out the true gist of the author's meaning, owing to his terseness and taking things for granted, or as already known to the average *litteratus*. It will be seen that the writer has highly eulogized Russian perseverance, even more than, perhaps, he intended to do. The article is as follows:—

It does not require much wisdom or even foresight to detect that Russia, having been fostered in her ambitious designs in Europe, has naturally turned her attention Asia-wards, with the same object in view—aggrandisement. And the reason that she has not thus far openly avowed herself lies in the fact that she has hardly yet prepared for such a step. This, in all likelihood, is owing to the dissimilarity of the natural features of the two continents. Here, in our portion of the globe, we might aver, it is not the navy alone that is all-important; but indeed the army is just as much so, nay it is even a *sine qua non* for the success of Russian undertakings. For this, however, she must have railways to bring on her troops, to carry their supplies, and to connect her communications with Europe, for without them she can do nothing. Hence Russia, alive to the supreme importance of this, has been busily engaged in paying special attention to railways, gradually spreading her ramifications Asia-wards throughout her Western territory, in such a manner that, figuratively speaking, with the dawn of each day new developments continuously display themselves to the view. Yesterday we published a paragraph from foreign sources to the effect that Russia was making extraordinary exertions in building her Trans-Siberian railway which was to connect St. Petersburg with Vladivostok, on the Chinese frontier, a distance of 5,600 miles; that there was a probability of its completion in the time of seven years; that it would be, when completed, the longest line in the world; and that, finally, by its completion it would be a great boon to commerce in general. Granting this (from a superficial point of view) to be the case, we, on our part, must not forget that Russia's gain in the future necessarily becomes, under the circumstances, proportionally also China's peril. And shall those who have the interests of the Empire at heart look on with apathy and under-estimate the vital importance of this step? Shall our Ministers be allowed willingly to permit themselves to be as it were, whipped by those who shall have first possessed themselves of the instrument? Whatever may have hitherto been surmised with regard to Russia, we want no greater proof, at the present day, of ambitious designs in Eastern Asia than the paragraph referred to above. Russia touches China at Huiatun, (opposite Vladivostok) which becomes a door for her entrance into this Empire; if the former were to build a railway from St. Petersburg right down to Huiatun, then farewell to any future peaceful days on China's frontier! And yet the Minister at the seat of power seem to think that there is nothing to fear at the hands of Russia! Take an instance: Some time ago, the writer of this, happening to meet a certain high official while passing through Shanghai, began a confidential conversation on the international policy of our country, and amongst others, blurted that China had a good deal to fear from the aggressions of Russia. What, then, was this person's reply? "Oh," said he confidently, "there is really nothing to fear from Russia, you know. The route between European Russia to China consists, for the most part, of barren and waste lands, which would become a great obstacle for the forwarding of supplies to an invading army, capable of making an impression on such a country as ours. So long as no railways are built, she could never think of making an invasion. Should Russia desire to build a railway like this, think of the immense distance to be surmounted. How much easier it is, to talk than to act! Moreover, when I left Russia, for some, I heard nothing in that country about railways, and yet the Minister at the seat of power seem to think that there is nothing to fear at the hands of Russia! Take an instance: Some time ago, the writer of this, happening to meet a certain high official while passing through Shanghai, began a confidential conversation on the international policy of our country, and amongst others, blurted that China had a good deal to fear from the aggressions of Russia. What, then, was this person's reply? "Oh," said he confidently, "there is really nothing to fear from Russia, you know. The route between European Russia to China consists, for the most part, of barren and waste lands, which would become a great obstacle for the forwarding of supplies to an invading army, capable of making an impression on such a country as ours. So long as no railways are built, she could never think of making an invasion. Should Russia desire to build a railway like this, think of the immense distance to be surmounted. How much easier it is, to talk than to act! Moreover, when I left Russia, for some, I heard nothing in that country about railways, and yet the Minister at the seat of power seem to think that there is nothing to fear at the hands of Russia! Take an instance: Some time ago, the writer of this, happening to meet a certain high official while passing through Shanghai, began a confidential conversation on the international policy of our country, and amongst others, blurted that China had a good deal to fear from the aggressions of Russia. What, then, was this person's reply? "Oh," said he confidently, "there is really nothing to fear from Russia, you know. The route between European Russia to China consists, for the most part, of barren and waste lands, which would become a great obstacle for the forwarding of supplies to an invading army, capable of making an impression on such a country as ours. So long as no railways are built, she could never think of making an invasion. Should Russia desire to build a railway like this, think of the immense distance to be surmounted. How much easier it is, to talk than to act! Moreover, when I left Russia, for some, I heard nothing in that country about railways, and yet the Minister at the seat of power seem to think that there is nothing to fear at the hands of Russia! Take an instance: Some time ago, the writer of this, happening to meet a certain high official while passing through Shanghai, began a confidential conversation on the international policy of our country, and amongst others, blurted that China had a good deal to fear from the aggressions of Russia. What, then, was this person's reply? "Oh," said he confidently, "there is really nothing to fear from Russia, you know. The route between European Russia to China consists, for the most part, of barren and waste lands, which would become a great obstacle for the forwarding of supplies to an invading army, capable of making an impression on such a country as ours. So long as no railways are built, she could never think of making an invasion. Should Russia desire to build a railway like this, think of the immense distance to be surmounted. How much easier it is, to talk than to act! Moreover, when I left Russia, for some, I heard nothing in that country about railways, and yet the Minister at the seat of power seem to think that there is nothing to fear at the hands of Russia! Take an instance: Some time ago, the writer of this, happening to meet a certain high official while passing through Shanghai, began a confidential conversation on the international policy of our country, and amongst others, blurted that China had a good deal to fear from the aggressions of Russia. What, then, was this person's reply? "Oh," said he confidently, "there is really nothing to fear from Russia, you know. The route between European Russia to China consists, for the most part, of barren and waste lands, which would become a great obstacle for the forwarding of supplies to an invading army, capable of making an impression on such a country as ours. So long as no railways are built, she could never think of making an invasion. Should Russia desire to build a railway like this, think of the immense distance to be surmounted. How much easier it is, to talk than to act! Moreover, when I left Russia, for some, I heard nothing in that country about railways, and yet the Minister at the seat of power seem to think that there is nothing to fear at the hands of Russia! Take an instance: Some time ago, the writer of this, happening to meet a certain high official while passing through Shanghai, began a confidential conversation on the international policy of our country, and amongst others, blurted that China had a good deal to fear from the aggressions of Russia. What, then, was this person's reply? "Oh," said he confidently, "there is really nothing to fear from Russia, you know. The route between European Russia to China consists, for the most part, of barren and waste lands, which would become a great obstacle for the forwarding of supplies to an invading army, capable of making an impression on such a country as ours. So long as no railways are built, she could never think of making an invasion. Should Russia desire to build a railway like this, think of the immense distance to be surmounted. How much easier it is, to talk than to act! Moreover, when I left Russia, for some, I heard nothing in that country about railways, and yet the Minister at the seat of power seem to think that there is nothing to fear at the hands of Russia! Take an instance: Some time ago, the writer of this, happening to meet a certain high official while passing through Shanghai, began a confidential conversation on the international policy of our country, and amongst others, blurted that China had a good deal to fear from the aggressions of Russia. What, then, was this person's reply? "Oh," said he confidently, "there is really nothing to fear from Russia, you know. The route between European Russia to China consists, for the most part, of barren and waste lands, which would become a great obstacle for the forwarding of supplies to an invading army, capable of making an impression on such a country as ours. So long as no railways are built, she could never think of making an invasion. Should Russia desire to build a railway like this, think of the immense distance to be surmounted. How much easier it is, to talk than to act! Moreover, when I left Russia, for some, I heard nothing in that country about railways, and yet the Minister at the seat of power seem to think that there is nothing to fear at the hands of Russia! Take an instance: Some time ago, the writer of this, happening to meet a certain high official while passing through Shanghai, began a confidential conversation on the international policy of our country, and amongst others, blurted that China had a good deal to fear from the aggressions of Russia. What, then, was this person's reply? "Oh," said he confidently, "there is really nothing to fear from Russia, you know. The route between European Russia to China consists, for the most part, of barren and waste lands, which would become a great obstacle for the forwarding of supplies to an invading army, capable of making an impression on such a country as ours. So long as no railways are built, she could never think of making an invasion. Should Russia desire to build a railway like this, think of the immense distance to be surmounted. How much easier it is, to talk than to act! Moreover, when I left Russia, for some, I heard nothing in that country about railways, and yet the Minister at the seat of power seem to think that there is nothing to fear at the hands of Russia! Take an instance: Some time ago, the writer of this, happening to meet a certain high official while passing through Shanghai, began a confidential conversation on the international policy of our country, and amongst others, blurted that China had a good deal to fear from the aggressions of Russia. What, then, was this person's reply? "Oh," said he confidently, "there is really nothing to fear from Russia, you know. The route between European Russia to China consists, for the most part, of barren and waste lands, which would become a great obstacle for the forwarding of supplies to an invading army, capable of making an impression on such a country as ours. So long as no railways are built, she could never think of making an invasion. Should Russia desire to build a railway like this, think of the immense distance to be surmounted. How much easier it is, to talk than to act! Moreover, when I left Russia, for some, I heard nothing in that country about railways, and yet the Minister at the seat of power seem to think that there is nothing to fear at the hands of Russia! Take an instance: Some time ago, the writer of this, happening to meet a certain high official while passing through Shanghai, began a confidential conversation on the international policy of our country, and amongst others, blurted that China had a good deal to fear from the aggressions of Russia. What, then, was this person's reply? "Oh," said he confidently, "there is really nothing to fear from Russia, you know. The route between European Russia to China consists, for the most part, of barren and waste lands, which would become a great obstacle for the forwarding of supplies to an invading army, capable of making an impression on such a country as ours. So long as no railways are built, she could never think of making an invasion. Should Russia desire to build a railway like this, think of the immense distance to be surmounted. How much easier it is, to talk than to act! Moreover, when I left Russia, for some, I heard nothing in that country about railways, and yet the Minister at the seat of power seem to think that there is nothing to fear at the hands of Russia! Take an instance: Some time ago, the writer of this, happening to meet a certain high official while passing through Shanghai, began a confidential conversation on the international policy of our country, and amongst others, blurted that China had a good deal to fear from the aggressions of Russia. What, then, was this person's reply? "Oh," said he confidently, "there is really nothing to fear from Russia, you know. The route between European Russia to China consists, for the most part, of barren and waste lands, which would become a great obstacle for the forwarding of supplies to an invading army, capable of making an impression on such a country as ours. So long as no railways are built, she could never think of making an invasion. Should Russia desire to build a railway like this, think of the immense distance to be surmounted. How much easier it is, to talk than to act! Moreover, when I left Russia, for some, I heard nothing in that country about railways, and yet the Minister at the seat of power seem to think that there is nothing to fear at the hands of Russia! Take an instance: Some time ago, the writer of this, happening to meet a certain high official while passing through Shanghai, began a confidential conversation on the international policy of our country, and amongst others, blurted that China had a good deal to fear from the aggressions of Russia. What, then, was this person's reply? "Oh," said he confidently, "there is really nothing to fear from Russia, you know. The route between European Russia to China consists, for the most part, of barren and waste lands, which would become a great obstacle for the forwarding of supplies to an invading army, capable of making an impression on such a country as ours. So long as no railways are built, she could never think of making an invasion. Should Russia desire to build a railway like this, think of the immense distance to be surmounted. How much easier it is, to talk than to act! Moreover, when I left Russia, for some, I heard nothing in that country about railways, and yet the Minister at the seat of power seem to think that there is nothing to fear at the hands of Russia! Take an instance: Some time ago, the writer of this, happening to meet a certain high official while passing through Shanghai, began a confidential conversation on the international policy of our country, and amongst others, blurted that China had a good deal to fear from the aggressions of Russia. What, then, was this person's reply? "Oh," said he confidently, "there is really nothing to fear from Russia, you know. The route between European Russia to China consists, for the most part, of barren and waste lands, which would become a great obstacle for the forwarding of supplies to an invading army, capable of making an impression on such a country as ours. So long as no railways are built, she could never think of making an invasion. Should Russia desire to build a railway like this, think of the immense distance to be surmounted. How much easier it is, to talk than to act! Moreover, when I left Russia, for some, I heard nothing in that country about railways, and yet the Minister at the seat of power seem to think that there is nothing to fear at the hands of Russia! Take an instance: Some time ago, the writer of this, happening to meet a certain high official while passing through Shanghai, began a confidential conversation on the international policy of our country, and amongst others, blurted that China had a good deal to fear from the aggressions of Russia. What, then, was this person's reply? "Oh," said he confidently, "there is really nothing to fear from Russia, you know. The route between European Russia to China consists, for the most part, of barren and waste lands, which would become a great obstacle for the forwarding of supplies to an invading army, capable of making an impression on such a country as ours. So long as no railways are built, she could never think of making an invasion. Should Russia desire to build a railway like this, think of the immense distance to be surmounted. How much easier it is, to talk than to act! Moreover, when I left Russia, for some, I heard nothing in that country about railways, and yet the Minister at the seat of power seem to think that there is nothing to fear at the hands of Russia! Take an instance: Some time ago, the writer of this, happening to meet a certain high official while passing through Shanghai, began a confidential conversation on the international policy of our country, and amongst others, blurted that China had a good deal to fear from the aggressions of Russia. What, then, was this person's reply? "Oh," said he confidently, "there is really nothing to fear from Russia, you know. The route between European Russia to China consists, for the most part, of barren and waste lands, which would become a great obstacle for the forwarding of supplies to an invading army, capable of making an impression on such a country as ours. So long as no railways are built, she could never think of making an invasion. Should Russia desire to build a railway like this, think of the immense distance to be surmounted. How much easier it is, to talk than to act! Moreover, when I left Russia, for some, I heard nothing in that country about railways, and yet the Minister at the seat of power seem to think that there is nothing to fear at the hands of Russia! Take an instance: Some time ago, the writer of this, happening to meet a certain high official while passing through Shanghai, began a confidential conversation on the international policy of our country, and amongst others, blurted that China had a good deal to fear from the aggressions of Russia. What, then, was this person's reply? "Oh," said he confidently, "there is really nothing to fear from Russia, you know. The route between European Russia to China consists, for the most part, of barren and waste lands, which would become a great obstacle for the forwarding of supplies to an invading army, capable of making an impression on such a country as ours. So long as no railways are built, she could never think of making an invasion. Should Russia desire to build a railway like this, think of the immense distance to be surmounted. How much easier it is, to talk than to act! Moreover, when I left Russia, for some, I heard nothing in that country about railways, and yet the Minister at the seat of power seem to think that there is nothing to fear at the hands of Russia! Take an instance: Some time ago, the writer of this, happening to meet a certain high official while passing through Shanghai, began a confidential conversation on the international policy of our country, and amongst others, blurted that China had a good deal to fear from the aggressions of Russia. What, then, was this person's reply? "Oh," said he confidently, "there is really nothing to fear from Russia, you know. The route between European Russia to China consists, for the most part, of barren and waste lands, which would become a great obstacle for the forwarding of supplies to an invading army, capable of making an impression on such a country as ours. So long as no railways are built, she could never think of making an invasion. Should Russia desire to build a railway like this, think of the immense distance to be surmounted. How much easier it is, to talk than to act! Moreover, when I left Russia, for some, I heard nothing in that country about railways, and yet the Minister at the seat of power seem to think that there is nothing to fear at the hands of Russia! Take an instance: Some time ago, the writer of this, happening to meet a certain high official while passing through Shanghai, began a confidential conversation on the international policy of our country, and amongst others, blurted that China had a good deal to fear from the aggressions of Russia. What, then, was this person's reply? "Oh," said he confidently, "there is really nothing to fear from Russia, you know. The route between European Russia to China consists, for the most part, of barren and waste lands, which would become a great obstacle for the forwarding of supplies to an invading army, capable of making an impression on such a country as ours. So long as no railways are built, she could never think of making an invasion. Should Russia desire to build a railway like this, think of the immense distance to be surmounted. How much easier it is, to talk than to act! Moreover, when I left Russia, for some, I heard nothing in that country about railways, and yet the Minister at the seat of power seem to think that there is nothing to fear at the hands of Russia! Take an instance: Some time ago, the writer of this, happening to meet a certain high official while passing through Shanghai, began a confidential conversation on the international policy of our country, and amongst others, blurted that China had a good deal to fear from the aggressions of Russia. What, then, was this person's reply? "Oh," said he confidently, "there is really nothing to fear from Russia, you know. The route between European Russia to China consists, for the most part, of barren and waste lands, which would become a great obstacle for the forwarding of supplies to an invading army, capable of making an impression on such a country as ours. So long as no railways are built, she could never think of making an invasion. Should Russia desire to build a railway like this, think of the immense distance to be surmounted. How much easier it is, to talk than to act! Moreover, when I left Russia, for some, I heard nothing in that country about railways, and yet the Minister at the seat of power seem to think that there is nothing to fear at the hands of Russia! Take an instance: Some time ago, the writer of this, happening to meet a certain high official while passing through Shanghai, began a confidential conversation on the international policy of our country, and amongst others, blurted that China had a good deal to fear from the aggressions of Russia. What, then, was this person's reply? "Oh," said he confidently, "there is really nothing to fear from Russia, you know. The route between European Russia to China consists, for the most part, of barren and waste lands, which would become a great obstacle for the forwarding of supplies to an invading army, capable of making an impression on such a country as ours. So long as no railways are built, she could never think of making an invasion. Should Russia desire to build a railway like this, think of the immense distance to be surmounted. How much easier it is, to talk than to act! Moreover, when I left Russia, for some, I heard nothing in that country about railways, and yet the Minister at the seat of power seem to think that there is nothing to fear at the hands of Russia! Take an instance: Some time ago, the writer of this, happening to meet a certain high official while passing through Shanghai, began a confidential conversation on the international policy of our country, and amongst others, blurted that China had a good deal to fear from the aggressions of Russia. What, then, was this person's reply? "Oh," said he confidently, "there is really nothing to fear from Russia, you know. The route between European Russia to China consists, for the most part, of barren and waste lands, which would become a great obstacle for the forwarding of supplies to an invading army, capable of making an impression on such a country as ours. So long as no railways are built, she could never think of making an invasion. Should Russia desire to build a railway like this, think of the immense distance to be surmounted. How much easier it is, to talk than to act! Moreover, when I left Russia, for some, I heard nothing in that country about railways, and yet the Minister at the seat of power seem to think that there is nothing to fear at the hands of Russia! Take an instance: Some time ago, the writer of this, happening to meet a certain high official while passing through Shanghai, began a confidential conversation on the international policy of our country, and amongst others, blurted that China had a good deal to fear from the aggressions of Russia. What, then, was this person's reply? "Oh," said he confidently, "there is really nothing to fear from Russia, you know. The route between European Russia to China consists, for the most part, of barren and waste lands, which would become a great obstacle for the forwarding of supplies to an invading army, capable of making an impression on such a country as ours. So long as no railways are built, she could never think of making an invasion. Should Russia desire to build a railway like this, think of the immense distance to be surmounted. How much easier it is, to talk than to act! Moreover, when I left Russia, for some, I heard nothing in that country about railways, and yet the Minister at the seat of power seem to think that there is nothing to fear at the hands of Russia! Take an instance: Some time ago, the writer of this, happening to meet a certain high official while passing through Shanghai, began a confidential conversation on the international policy of our country, and amongst others, blurted that China had a good deal to fear from the aggressions of Russia. What, then, was this person's reply? "Oh," said he confidently, "there is really nothing to fear from Russia, you know. The route between European Russia to China consists, for the most part, of barren and waste lands, which would become a great obstacle for the forwarding of supplies to an invading army, capable of making an impression on such a country as ours. So long as no railways are built, she could never think of making an invasion. Should Russia desire to build a railway like this, think of the immense distance to be surmounted. How much easier it is, to talk than to act! Moreover, when I left Russia, for some, I heard nothing in that country about railways, and yet the Minister at the seat of power seem to think that there is nothing to fear at the hands of Russia! Take an instance: Some time ago, the writer of this, happening to meet a certain high official while passing through Shanghai, began a confidential conversation on the international policy of our country, and amongst others, blurted that China had a good deal to fear from the aggressions of Russia. What, then, was this person's reply? "Oh," said he confidently, "there is really nothing to fear from Russia, you know. The route between European Russia to China consists, for the most part, of barren and waste lands, which would become a great obstacle for the forwarding of supplies to an invading army, capable of making an impression on such a country as ours. So long as no railways are built, she could never think of making an invasion. Should Russia desire to build a railway like this, think of the immense distance to be surmounted. How much easier it is, to talk than to act! Moreover, when I left Russia, for some, I heard nothing in that country about railways, and yet the Minister at the seat of power seem to think that there is nothing to fear at the hands of Russia! Take an instance: Some time ago, the writer of this, happening to meet a certain high official while passing through Shanghai, began a confidential conversation on the international policy of our country, and amongst others, blurted that China had a good deal to fear from the aggressions of Russia. What, then, was this person's reply? "Oh," said he confidently, "there is really nothing to fear from Russia, you know. The route between European Russia to China consists, for the most part, of barren and waste lands, which would become a great obstacle for the forwarding of supplies to an invading army, capable of making an impression on such a country as ours. So long as no railways are built, she could never think of making an invasion. Should Russia desire to build a railway like this, think of the immense distance to be surmounted. How much easier it is, to talk than to act! Moreover, when I left Russia, for some, I heard nothing in that country about railways, and yet the Minister at the seat of power seem to think that there is nothing to fear at the hands of Russia! Take an instance: Some time ago, the writer of this, happening to meet a certain high official while passing through Shanghai, began a confidential conversation on the international policy of our country, and amongst others, blurted that China had a good deal to fear from the aggressions of Russia. What, then, was this person's reply? "Oh," said he confidently, "there is really nothing to fear from Russia, you know. The route between European Russia to China consists, for the most part, of barren and waste lands, which would become a great obstacle for the forwarding of supplies to an invading army, capable of making an impression on such a country as ours. So long as no railways are built, she could never think of making an invasion. Should Russia desire to build a railway like this, think of the immense distance to be surmounted. How much easier it is, to talk than to act! Moreover, when I left Russia, for some, I heard nothing in that country about railways, and yet the Minister at the seat of power seem to think that there is nothing to fear at the hands of Russia! Take an instance: Some time ago, the writer of this, happening to meet a certain high official while passing through Shanghai, began a confidential conversation on the international policy of our country, and amongst others, blurted that China had a good deal to fear from the aggressions of Russia. What, then, was this person's reply? "Oh," said he confidently, "there is really nothing to fear from Russia, you know. The route between European Russia to China consists, for the most part, of barren and waste lands, which would become a great obstacle for the forwarding of supplies to an invading army, capable of making an impression on such a country as ours. So long as no railways are built, she could never think of making an invasion. Should Russia desire to build a railway like this, think of the immense distance to be surmounted. How much easier it is, to talk than to act! Moreover, when I left Russia, for some, I heard nothing in that country about railways, and yet the Minister at the seat of power seem to think that there is nothing to fear at the hands of Russia! Take an instance: Some time ago, the writer of this, happening to meet a certain high official while passing through Shanghai, began a confidential conversation on the international policy of our country, and amongst others, blurted that China had a good deal to fear from the aggressions of Russia. What, then, was this person's reply? "Oh," said he confidently, "there is really nothing to fear from Russia, you know. The route between European Russia to China consists, for the most part, of barren and waste lands, which would become a great obstacle for the forwarding of supplies to an invading army, capable of making an impression on such a country as ours. So long as no railways are built, she could never think of making an invasion. Should Russia desire to build a railway like this, think of the immense distance to be surmounted. How much easier it is, to talk than to act! Moreover, when I left Russia, for some, I heard nothing in that country about railways, and yet the Minister at the seat of power seem to think that there is nothing to fear at the hands of Russia! Take an instance: Some time ago, the writer of this, happening to meet a

The Share Market.

LATEST QUOTATIONS.	
Hongkong and Shanghai Bank.—100 per cent. prem. sellers.	
The National Bank of China, Ltd.—on £8.00 paid up.—25½, sellers.	
The National Bank of China, Ltd.—Founders shares, nominal.	
The Bank of China, Japan & the Straits, Ltd.—nominal.	
The Bank of China, Japan & the Straits, Ltd.—Founders shares, nominal.	
Chinese Imperial Loan of 1884 B—2½ per cent. premium, sellers.	
Chinese Imperial Loan of 1884 C—2½ per cent. premium, buyers.	
Chinese Imperial Loan of 1886 E—14 per cent. premium.	
Union Insurance Society of Canton—\$98 per share, sellers.	
China Traders' Insurance Company—\$55 per share, sellers.	
North China Insurance—115 per share, buyers.	
Canton Insurance Company, Limited—\$137 per share, sellers.	
Yangtze Insurance Association—\$62, buyers.	
On Tai Insurance Company, Limited—15 per share.	
Hongkong Fire Insurance Company—\$220 per share, sales and sellers.	
China Fire Insurance Company—\$82 per share, sales and buyers.	
Hongkong, Canton, and Macao Steamboat Co.—\$28 per share, sellers.	
China and Manila Steam Ship Company—\$57 per share, sellers.	
Indo-China Steam Navigation Company, Limited—40 per cent. discount, sellers.	
Douglas Steamship Company—\$41, sales and buyers.	
The Steam Launch Co., Limited—\$20 per share, buyers.	
Hongkong and Whampoa Dock Company—80 per cent. premium, sales and sellers.	
Geo. Fenwick & Co., Limited—\$18 per share, buyers.	
Hongkong Hotel Company—\$13 per share, sellers.	
Hongkong Hotel Co.'s Six per cent. Debentures—100.	
The Austin Arms Hotel and Building Company, Limited—\$4 per share, sellers.	
The Shamshin Hotel Co., Limited—\$4 per share, sellers.	
Punjom Mining Co.—\$7½ per share, sales and buyers.	
The Raub Gold Mining Co., Limited—\$4½ per share, buyers.	
The Balmoral Gold Mining Co., Limited—\$1 per share, sales and buyers.	
Société Française des Charbonnages du Tonkin—\$75 per share, buyers.	
The Teluk Mining and Trading Co., Limited—\$5½, sales and buyers.	
London and Pacific Petroleum Co., Ltd.—\$12½, sales and buyers.	
China Sugar Refining Company, Limited—\$18½ per share, sales and buyers.	
Luzon Sugar Refining Company, Limited—\$35 buyers.	
A. S. Watson & Co., Limited—\$10, sales and buyers.	
Dakin, Crickshank & Co., Limited—\$1½ per share, sales and buyers.	
Hongkong Dairy Farm Co., Limited—\$7½ per share, sales and buyers.	
The Kwong Land Investment Co., Limited—\$9 per share, sellers.	
The Hongkong Land Investment Co., Limited—\$55 sales and sellers.	
The West Point Buildings Co., Limited—\$20 per share, sellers.	
H. G. Brown & Co., Limited—\$8 per share, buyers.	
Hongkong and Kwong Loon Wharf and Godown Company—\$3 per share, sellers.	
Hongkong Rope Manufacturing Company, Limited—\$100 per share, sales and buyers.	
Hongkong Gas Company—\$110 per share, buyers.	
Hongkong Ice Company—\$81 per share, buyers.	
Hongkong and China Bakery Company, Limited—\$65 per share, sellers.	
The Hongkong Brick and Cement Co., Limited—\$4½ per share, sales and buyers.	
The Green Island Cement Co.—\$5½, sales and buyers.	
The Hongkong Electric Light Co., Limited—\$4, sales and buyers.	
The Hongkong Steam Laundry Co., Limited—\$45 per share, nominal.	
The Hongkong High-Level Tramway Co., Limited—\$62 ex. Div. buyers.	

VISITORS AT THE HONGKONG HOTEL.

Mr. W. Arndt.	Miss L. Lindholm.
Mr. J. do Rosa Barros.	Mr. R. Lyall.
Mr. von Bronsdorf.	Mr. J. McWilliams.
Mr. R. Cheneveth.	Mr. K. Mattemson.
Mr. A. J. Easton.	Mr. T. Mitchell.
Capt. Parker, R.N.	Mr. J. M. Morton.
Mr. A. H. Harris.	Mr. H. J. Pearce.
Mr. F. Henderson.	Mr. F. W. Phillips.
Mr. Thos. Howard.	Mr. F. von der Pfordten.
Mr. and Mrs. Hunt.	Mrs. von der Pfordten.
Mr. J. Kinghorn.	and two children.
Baron and Baroness de Ladaio.	Mr. and Mrs. T. E. Snareson.
Mr. E. D. Lane.	Mr. A. Schomburg.
Mr. and Mrs. O. W. Lindholm.	Mr. J. H. Scott.
Miss A. Lindholm.	Mr. F. E. Shean.
Miss A. Lindholm.	Mr. R. L. Thomson.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Capt. and Mrs. Hunt.	Mr. Spight.
Mr. MacLean.	Mr. A. Findlay-Smith.
Mr. McDuff.	Mr. Stokes.
Capt. and Mrs. Moore.	Capt. and Mrs. Welman.
Mr. J. M. Murray.	Mr. F. E. White.
Mr. and Mrs. G. Gimble.	

Post Office.

A MAIL WILL CLOSE—
For Singapore, Samang, and Sourabaya—
Per Hongkong to-morrow, the 18th instant, at 3.30 P.M.
For Saigon.—Per Chien to-morrow, the 19th instant, at 5 P.M.
For Singapore, Penang, and Bangkok.—Per China on Saturday, the 20th instant, at 1.30 P.M.

Shipping.

ARRIVALS.	
CARMARTHENSIRE, British steamer, H. Vyvyan, 1776, 17th Jan.—Kutchin's 13th Jan. General—Dodwell, Carill & Co.	
PRIVAN, German steamer, 953, R. Kohler, 17th Jan.—Wohu, and Chikiang 13th Jan. General—Stemmen & Co.	
SWATOW, German steamer, 625, H. Andrezen, 17th Jan.—Bangkok 9th January, General—Melchers & Co.	
MANILA, British steamer, 2711, J. R. London, 17th Jan.—Shanghai 14th Jan., and Amoy 16th, General.—P. & O. S. N. Co.	
HOLSTEIN, German steamer, 1103, J. Bruhn, 18th Jan.—Saloon 13th Jan., Rice and Paddy.—Wieser & Co.	
CLEARANCES AT THE HARBOUR OFFICE.	
Elie, German steamer, for Kobe.	
Carmarthenshire, British str., for Nagasaki.	
Zafra, British steamer, for Amoy.	
Bangalore, British bark, for New York.	
Taiwan, British steamer, for Wuhu.	
Pekin, British steamer, for Amoy.	
Felling, British steamer, for Shanghai.	
DEPARTURES.	
January 17, Victoria, Norwegian steamer, for Canton.	
January 17, Conch, British steamer, for Kobe.	
January 17, Albert, Norwegian str., for Shanghai.	
January 18, Jacob Diederichsen, German str., for Saigon.	
January 18, Matilda, German steamer, for Saigon.	
January 18, Moray, British steamer, for Kobe.	
January 18, Hattas, British str., for Swatow, &c.	
January 18, Telemachus, British steamer, for Singapore, &c.	
January 18, China, German str., for Bangkok.	
January 18, Ganges, British str., for Singapore &c.	
January 18, Pading, British str., for Shanghai.	
January 18, Carmarthenshire, British str., for Singapore, &c.	
January 18, Felling, British str., for Shanghai.	
January 18, Pekin, British str., for Amoy, &c.	
January 18, Elie, German steamer, for Kobe.	
PASSENGERS—ARRIVED.	
Per Swatow, from Bangkok, 10 Chinese.	
Per Peking, from Wuhu, &c.—9 Chinese.	
Per Manila, from Shanghai, &c.—87 Chinese.	
Per Carmarthenshire, from Kutchin's.—Mr. Barnwell, and 2 Chinese.	
DEPARTED.	
Per Ganges, from Hongkong for Singapore.—Dr. F. Weitzel, Messrs. R. H. Dunmall and J. J. Schuster, for Colombo.—Mr. F. E. White, for Bombay.—Messrs. S. Mowjeeb, E. Chandoochoy, R. Jaanahamed, F. M. Spinoia, E. L. Chutro, A. Alarakhia, C. F. Dalia, and H. H. Joseph, for Bilindai.—Mr. F. H. England, for Ismailia.—Mr. W. S. H. Lothrop, for London.—Mrs. and Mr. Thomson and 4 children, Mrs. Seint, Mr. and Mrs. C. Smith, Mrs. M. R. Ridley, Mr. W. E. Peebles, from Yokohama, for London.—Messrs. A. Oppe and F. H. Ballour, for Sydney.—Dr. S. A. Gibbs, from Shanghai for Colombo.—Mr. J. K. Paroff, from Bilindai.—Rev. Y. K. Yen, and H. S. Suvoong, for London.—Miss A. Willment.	
Per Hattas, for Fochow.—Mr. England.	
Per Amoy, from Hongkong for Kobe.—Mr. H. B. Bunge, from London for Hogo.—Mr. H. B. Clayton, from Penang for Nagasaki.—Mr. and Mrs. Schiller, from London for Yokohama.—Staff-Surgeon and Mrs. Todd, Mr. and Mrs. Barbour, Misses Diwburn, H. S. Spicer, and J. Evans, from Singapore.—Mr. W. E. Newham.	
REPORTS.	
The British steamship Manila reports that she left Shanghai on the 14th instant, and Amoy on the 16th, and had fine weather throughout.	
The British steamship Carmarthenshire reports that she left Kutchin's on the 13th instant, and had light north-east wind and hazy weather.	
The German steamship Peking reports that she left Wuhu, and Chikiang on the 13th instant, and had light variable winds with overcast, hazy weather.	
The British steamship Swatow reports that she left Bangkok on the 9th instant, and had strong north-east monsoon to Hainan; thence easterly wind and foggy weather to port.	

SHIPPING IN HONGKONG

STEAMERS.	
AIKOKU MARU, Japanese steamer, 1,657, T. Yano, 15th Jan.—Japan 4th Jan., and Nagasaki 10th, Co. 1.—Mitsui Bishi Colliery.	
ANCONA, British steamer, 1,888, W. D. Muddle, 15th Jan.—Yokohama 7th Jan., Mails and General.—P. & O. S. N. Co.	
BANTAM, Dutch steamer, 1,457, C. J. de van Bergh, 16th Jan.—Bangkok 13th July, Rice.—Lauis, Wegener & Co.	
CHELYDRA, British steamer, 1,574, R. Cass, 17th Jan.—Mojl 14th January, Coal.—Jardine, Matheson & Co.	
CHOYANG, British steamer, 1,104, R. C. D. Bradley, 17th Jan.—Calcutta 30th Dec, Penang 6th January, and Singapore 9th, Opium and General.—Jardine, Matheson & Co.	
CHUSAN, German steamer, 623, W. Wendt, 15th Jan.—Hollo 6th January, General.—Tang & Co.	
DEUTEROS, German steamer, 1,102, W. A. Dine, 25th Dec.—Samarang 12th Dec, Sugar.—Stemmen & Co.	
DONAR, German steamer, 1,016, B. Grundmann, 16th Jan.—Mauritius 16th Dec., Singapore 9th Jan., and Saigon 11th, Sugar.—Lauis, Wegener & Co.	
EXE, British steamer, 1,366, J. Watson, 14th Jan.—Saloon 9th Jan., Rice.—Arnold, Karberg & Co.	
EMPRESS OF CHINA, British steamer, 3,003, R. Archibald, R.N.R., 2nd Jan.—Vancouver 10th Dec, Victoria 11th, Yokohama 25th, Kobe 27th, Nagasaki 29th, and Shanghai 31st, General.—C. F. R. Co.	
FAME, British steamer, 117, Captain McIsaac, 17th Jan.—Nagasaki 11th Jan., Mails and General.—Melchers & Co.	
FORMOSA, British steamer, 680, T. Hall, 17th Jan.—Tamsui 13th January, Amoy 15th, and Amoy 16th, General.—D. Laiprak & Co.	
GLUCKSBURG, German steamer, 918, P. Thomsen, 17th Jan.—Saigon 11th Jan., Rice and Paddy.—Melchers & Co.	
NURNBERG, German steamer, 3,207, H. Walter, 8th Jan.—Nagasaki 4th Jan., Mails and General.—Melchers & Co.	
PHRA CHOM KLAO, British steamer, 1,012, J. Fowler, 15th Jan.—Bangkok 3rd Jan., and Arghin 6th, Rice and General.—Yuen Fat Hong.	
PICCOLA, German steamer, 768, E. Haas, 22nd Dec.—Saigon 15th Dec, Rice.—Melchers & Co.	
PILOT FISH, British steamer, 161, A. Stipani, 17th Jan.—Hongkong and Whampoa Dock Co.	
PROTOS, German steamer, 947, H. Johannsen, 4th Jan.—Mojl 30th Dec, Coal.—Wieser & Co.	
RECORDET, British telegraph steamer, 676, R. A. E. Bereton, 19th Dec.—Hainan Bay 18th Dec, Telegraph cable.—E. E. A. & C. Telegraph Co.	

HONGKONG—STEAMERS.	
(Continued.)	
TAIWAN, British steamer, 1,109, Anderson, 15th Jan.—Mojl 11th January, Coal.—Butterfield & Swire.	
TELEMACHUS, British steamer, 1,350, Barlow, 16th Nov.—Fochow 14th Jan., General.—Butterfield & Swire.	
VICTORIA, British steamer, 1,992, John Pantou, R.N.R., 9th Jan.—Tacoma (Wash.), 14th Dec, General.—Dodwell, Carill & Co.	
ZAFRO, British steamer, 675, A. W. R. Cobban, 16th Jan.—Manila 13th Jan., General.—Shewan & Co.	
SAILING VESSELS.	
ALFRED HAWLEY, British bark, 412, W. Llewellyn, 15th Nov.—Whampoa 15th November, Ballast.—Order.	
ANDREANA, British str., 2,395, Richards, 7th Jan.—New York 23rd October, Petroleum.—Order.	
BANGALORE, British bark, 1,100, Congdon, 4th Dec.—New York 28th July, Rice.—Shewan & Co.	
BARUTO, German bark, 348, H. Eggers, 14th Oct.—Amoy 4th Oct, Sugar.—Wieser & Co.	
BERLIN, American ship, 1,552, Whitmore, 21st Nov.—New York 10th June, Kerosene OIL.—Order.	
CLARA JACKSON, British schooner, 34, Charles Butcher, 3rd Dec.—Sydney 21st March, General.—Gibb, Livingston & Co.	
KIRRY, British bark, 563, J. Wilson, 1st Dec.—Whampoa 1st December, Ballast.—Captain.	
IMACOS, Norwegian bark, 577, L. Olsen, 16th Jan.—Rijning (Borneo) 10th Dec, Timber.—Master.	
LOTHAIR, Italian bark, 794, Juan B. Cafranga, 30th Nov.—Callao 30th Oct, General.—D. Musso & Co.	
MACMILLAN, British ship, 1,450, Robert Guthrie, 4th Dec.—Cardiff 22nd July, Coal.—Government.	
MARITZA, ROSSIANIAN, German ship, 726, Ed. Meircke, 11th Oct.—Philadelphia 21st May, Petroleum.—Order.	
MOUNT WASHINGTON, American ship, 1,162, Louis W. Ros, 6th Jan.—Kutchin's 28th Dec, Coal.—Captain.	
NAM SHUN SING, Chinese 3-m. sch., 168, Lok Li Tong, 3rd August.—Saigon 24th August, Wood.—Yong Kee & Co.	
SERRANO, American bark, 566, R. G. Waterhouse, 26th Dec.—Macao 23rd Dec, General.—Order.	
WM. LE LACHUR, British bark, 573, M. Ayala, 15th Jan.—Ragusa 22nd Dec, Timber.—Gibb, Livingston & Co.	
WM. J. ROYCE, American ship, 1,664, S. Lancaster, 24th Nov.—New York 23rd June, Petroleum.—Melchers & Co.	

Hotels.

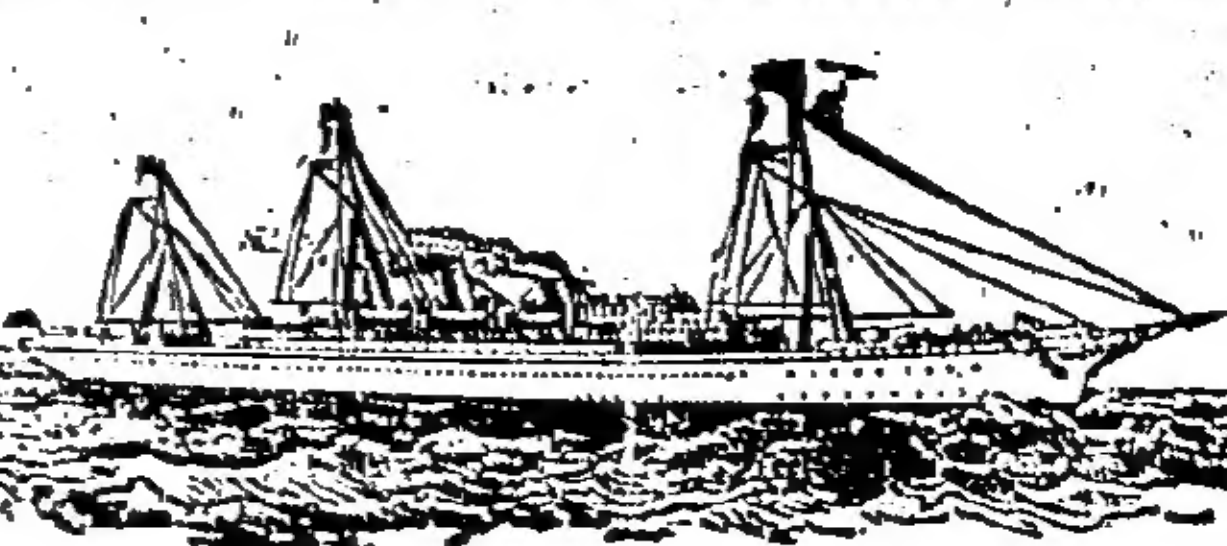
PEAK HOTEL.	
OPEN ALL THE YEAR ROUND.	
THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, having been leased by the Proprietors of the "VICTORIA HOTEL" is NOW OPEN and will be run in conjunction with their HOTEL in Queen's Road, thus enabling them to offer special inducements to Visitors and Residents.	
SPECIAL WINTER RATES, FROM NOVEMBER 1ST, 1893, TO MARCH 31ST, 1894.	
One person, per day.....	\$ 3.00
One person, per week.....	19.00
One person, one month.....	55.00
Married couple (occupying one room) per day.....	5.00
Married couple (occupying one room) per week.....	30.00
Married couple (occupying one room) per month.....	95.00
For full particulars apply to VICTORIA HOTEL, Hongkong, 14th October, 1893. (25)	
FUJITSU HOTEL, MIYANOSHITA, HAKONE.	
Four and a half hours from Yokohama.	
FIRST-CLASS ACCOMMODATION. NATURAL HOT SPRINGS.	
THE ELECTRIC LIGHT IN ALL THE BUILDINGS.	
TWO NEW ENGLISH BILLIARD TABLES.	
EXCELLENT CUISINE.	
S. N. YAMAGUCHI, Proprietor.	
To be Let.	
HOUSE TO LET, FURNISHED OR UNFURNISHED.	
STEWART TERRACE, PEAK.	
Apply to: DOUGLAS LAPRAK & Co. Hongkong, 2nd January, 1894. (55)	
TO BE LET.	
A LARGE AIRY ROOM at Moderate Rental. Next door to Thomas's Grill Rooms.	
Apply on the Premises, 2, DUDDELL STREET. Hongkong, 12th January, 1894. (57)	
TO LET.	
NOS. 1, 2, 5, 7 & 12, SEYMOUR TERRACE, THIRD FLOOR IN NO. 6, QUEEN'S ROAD, JINFAI IN VICTORIA BUILDINGS.	
DAVID SASSOON, SONS & Co. Hongkong 17th January, 1894. (52)	
TO LET.	
DWELLING HOUSES—	
"BAHAR LODGE" at the Peak.	
"STOLZENFELS" at the Peak.	
No. 2, HILLSIDE, at the Peak.	
"THE WILDERNESS," Cause Road.	
Nos. 2 and 3, CHANCERY LANE.	
No. 4, GLENALTY BUILDINGS.	
FLOORS in Blue Buildings.	
FLOORS in Elgin Street, Peel Street and Stanton Street.	
FLOORS in No. 5, Shelley Street.	
Nos. 1, 2 and 3, VICTORIA VIEW, Kowloon.	
No. 11, KNOTSFORD TERRACE, Kowloon.	
OFFICES AND SHOPS—	
FIRST FLOOR No. 4, Queen's Road Central, over the Bank of China, Japan and the Straits, Ltd.	
GROUND FLOOR—under Hongkong Hotel, Pedder Street.	
PRAYA CENTRAL, over Messrs. Douglas Laiprak & Co.'s.	
GODOWNS—	
BLUE BUILDINGS.	
Apply to: THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. Hongkong, 8th January, 1894. (53)	

1894.

Mail's

1894.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF CHINA—Comdr. R. Archibald, R.N.R.—WEDNESDAY, 24th January, '94
EMPRESS OF INDIA—Comdr. O. P. Marshall, R.N.R.—WEDNESDAY, 21st February, '94
EMPRESS OF JAPAN—Comdr. G. A. Lee, R.N.R.—WEDNESDAY, 21st March, '94.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

EXCURSION TICKETS to San Francisco Midwinter Fair, CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and **MOUNTAIN HOTELS** of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent, Pedder's Street, Hongkong, 27th December, 1893. (3)

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.
VIA THE OVERLAND RAILWAYS, AND OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Oceania (via Nagasaki, Kobe, Island Sea & Yokohama)..... Wednesday, 24th Jan., at Daylight.
Galle (via Nagasaki, Kobe, Island Sea & Yokohama)..... Wednesday, 14th Feb., at Daylight.
Belge (via Nagasaki, Kobe, Island Sea & Yokohama)..... Thursday, 15th March, at Daylight.

THE Steamship "OCEANIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on WEDNESDAY, the 24th Jan., at Daylight. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent. Hongkong, 4th January 1894. (12)

SIEN TING, SURGEON DENTIST.

No. 10, PRINCE STREET, TERMS VERY MODERATE. Consultation free.

Hongkong, 27th September, 1893. (29)

DENTISTRY.

FIRST CLASS WORKMANSHIP AND MODERATE FEES.
M. R. WONG TAI-FONG, Surgeon Dentist, (Formerly articled Apprentice, and latterly assistant to Dr. ROBERTS), HAS REMOVED TO THE BANK BUILDINGS, QUEEN'S ROAD (Opposite Hongkong Hotel). CONSULTATION FREE. Hongkong, 17th July, 1894. (17)

NOTICE.

JEY'S SANITARY COMPOUNDS COMPANY, LIMITED.
JEY'S WOOD PRESERVER OF ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.

St. Robert RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says: "It is the best Disinfectant in use."

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 10th June, 1894. (1)

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Victoria.....	Tuesday.....	January 23rd.
Tacoma.....	Tuesday.....	February 27th.
Mogul.....	Tuesday.....	March 20th.
Victoria.....	Tuesday.....	April 10th.

THE Steamship "VICTORIA"
Captain J. Pantou, sailing at Noon, on TUESDAY, the 23rd January, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA. Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARILL & Co., Agents.
Hongkong, 4th January, 1894. (14)

Intimations.

G. FALCONER & CO., WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS. NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.

No. 48, Queen's Road Central. '693

CHS. J. GAUPP & CO., CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS. CHARTS AND BOOKS. NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches—awaited the highest prizes at every Exhibition and for Vingt-un and Solis. CELEBRATED OPERA GLASSES. MARINE GLASSES AND SIVGLASSES. No. 8, Queen's Road Central. '694

LEVY HERMANOS. JEWELLERY, DIAMONDS, WATCH, CHRONOMETER & CLOCKMAKERS.

Sole Agents for PATEK PHILIPPE & Co. Geneva. A great variety in Fancy Goods and Optical Instruments.
10, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office. 771

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER Always on Hand. L. MALLORY. Hongkong, 14th June, 1881. '728

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR HARTMANN'S RAHTTENS' GENUINE COMPOSITION. HARTMANN'S GREY PAINT. DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES. Hongkong, 14th July, 1893. '798

"FOR THE BLOOD IS THE LIFE" CLARKE'S WORLD-FAMED BLOOD MIXTURE

THE GREAT BLOOD PURIFIER AND RESTORER.

FOR cleansing and clearing the blood from all impurities it cannot be too highly recommended.

For Scrofula, Scurvy, Eczema, Skin and Blood Diseases, and Sores of all kinds, it is a never-failing and permanent cure.

It Cures Old Sores.
Cures Sores on the Neck.
Cures